

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 12/30/2003

CHI02FA093 File No. 14521	03/15/2002	Alma, WI	Aircraft Reg No. N228PA	Time (Local): 02:00 CST	
Make/Model: Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model: Pratt & Whitney / PT6A-114A			Crew 1	0	0
Aircraft Damage: Substantial			Pass 0	0	0
Number of Engines: 1					
Operating Certificate(s): On-demand Air Taxi					
Name of Carrier: Priority Air Charter					
Type of Flight Operation: Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter					
Last Depart. Point: Minneapolis, MN			Condition of Light: Night/Dark		
Destination: Detroit, MI			Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Instrument Conditions		
			Lowest Ceiling: 600 Ft. AGL, Broken		
			Visibility: 2.50 SM		
			Wind Dir/Speed: 310 / 006 Kts		
			Temperature (°C): -1		
			Obstr to Vision: Unknown		
			Precipitation:		
Pilot-in-Command	Age: 40		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 4617		
Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: Unk/Nr		
Instrument Ratings			Total Make/Model: 2317		
Airplane			Total Instrument Time: UnK/Nr		

The pilot departed with the airplane contaminated with ice, into known severe icing conditions, and was unable to maintain altitude, subsequently impacting trees and terrain. Witnesses reported the accident airplane arrived at the departure airport contaminated with ice. Several witnesses stated they asked the pilot if he needed the airplane deiced prior to his next departure and the pilot stated he did not need any deice service. Several witnesses said they noticed the pilot chipping-off ice from the airplane prior to his departure. While en route the pilot reported the airplane had encountered icing conditions and he was unable to maintain altitude. Several thick pieces of ice were recovered around the accident site and one of the recovered ice pieces had a semicircular shaped edge that was consistent with a leading edge of an airfoil. No pre-impact anomalies were found with the leading edge de-ice boots that were installed on both wings, vertical and horizontal stabilizers, and wing struts. Federal Aviation Regulations state that all ice contamination shall be removed prior to flight. The Cessna 208B Pilot Operating Handbook indicates that continued flight into known icing conditions must be avoided.

Brief of Accident (Continued)

CHI02FA093
File No. 14521 03/15/2002 Alma, WI Aircraft Reg No. N228PA Time (Local): 02:00 CST

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: OTHER

Findings

1. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT COMPLIED WITH - PILOT IN COMMAND

Occurrence #2: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

3. (F) WEATHER CONDITION - ICING CONDITIONS
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT COMPLIED WITH - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

6. AIRCRAFT PERFORMANCE - DETERIORATED
7. (C) ALTITUDE/CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
8. (F) OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot not removing the ice contamination from the airplane prior to departure and the pilot intentionally flying into known severe icing conditions, resulting in the aircraft not being able to maintain altitude/clearance from the terrain. Factors to the accident included the icing conditions and the trees encountered during the forced landing.